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Feedback

Canadian Aviation Service Difficulty Reports

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Canada

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Feedback is published quarterly by the Continuing Airworthiness Division of Transport Canada, informing the aviation community of reported day-to-day problems that affect aircraft airworthiness in Canada.

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The articles contained in *Feedback* are derived from *Service Difficulty Reports* (SDRs) submitted by Aircraft Maintenance Engineers (AMEs), owners, operators and other sources in accordance with *Civil Aviation Regulation* (CAR) 521.

SDRs are normally published verbatim. Transport Canada assumes no responsibility for the accuracy or content of any of these reports. Only spelling errors are corrected and content may be reduced as well as personal references deleted.

All defects or occurrences should be reported to Transport Canada through the Service Difficulty Reporting Program. For additional information about this program or concerning an article in *Feedback* magazine, contact your nearest Transport Canada Centre.

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Hangar Noise

DHC 8 100/200/300 Series
Passenger Seatbelt – Correct Orientation of Hook End

The purpose of this Article is to inform operators of problems regarding the incorrect installation of the hook end of the aisle passenger seats.

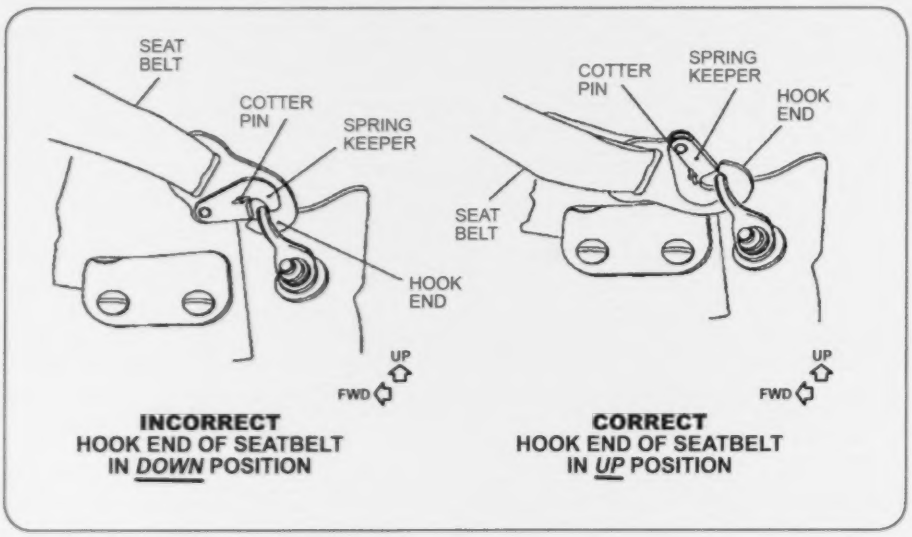
A recent event occurred during severe turbulence whereby several passengers received injuries as a result of being ejected from their aisle seats. The cause was due to incorrect positioning of the seat belt hook ends. Shortly thereafter, another separate and similar event occurred, again resulting in passenger injuries.

Investigation determined that the released seatbelts had been incorrectly installed with the hook end of the seatbelt in the downwards-facing position ("spring keeper" facing downwards). The seatbelts had flipped around on the U shaped attachment fitting and become lodged under a plastic trim molding on the aisle side of the passenger seat. This caused the "spring keeper" to bend to the side, thus allowing the respective aisle seatbelt to become disengaged.

Bombardier Aerospace has taken corrective action and issued Service Bulletin 8-25-349, Revision C, dated January 18, 2008.

Transport Canada Comments:

Transport Canada highly recommends that operators and owners comply with the above SB 8-25-349, Rev C, which provides instructions to inspect the aisle seatbelts to ensure that the seat belt hook end is in the "up" position (i.e. spring keeper facing up) 🛠



BEECH 200

SDR # 20090106004

Cabin Door Hooks - Security

SDR submitted:

During cruise flight, the crew noted that the maximum cabin differential pressure could not be reached. Following landing at the planned airfield, the maintenance crew conducted ground tests and then discovered that both the upper cabin door hooks were turned sideways, thus preventing positive latching of the door. It was apparent that the cabin air leakage was because the door latching mechanism was not positively engaged.

There was no record of any recent maintenance being done on the door prior to this event.

Transport Canada Comments:

To date there have been over 50 occurrences on the Beechcraft King Air and Beech 99 aircraft where the cabin airstair door has come open during flight. In some cases, the door has completely separated from the aircraft.

It is recommended that AMEs be particularly attentive to the maintenance instructions for proper door rigging/adjustments and lubrication. Additionally, a close visual inspection to check for wear and corrosion is required for the various parts of the door.

Flight crewmembers are required to perform several checks to ensure the door is closed and locked prior to flight. Cabin door security shall be verified before takeoff by attempting to rotate the door handle counterclockwise without depressing the release button.

This will confirm that the cabin door lock mechanism is positively engaged.

Presently, there are two FAA Airworthiness Directives (ADs), AD 76-10-10 and AD 77-18-04 addressing longstanding issues related to the security of the cabin door. Beechcraft has also published several maintenance instructions regarding care of the cabin door.

The FAA has informed TCCA that no additional corrective action is planned at this time. 🛠

Cracked Windshield

SDR submitted:

Approximately ten minutes after leveling off at 17 000 feet the crew noted that the first officer side windshield had several small cracks in the top right corner as well as one larger crack that looked similar to when a rock hits a car windshield.

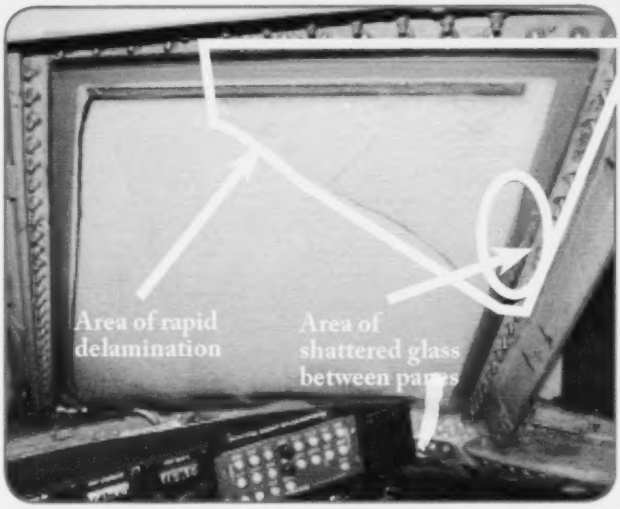
They could also see small fragments of glass sliding down in between what appeared to be two panes of glass. The crew was not sure at what point during the flight the problems started to occur, but there were no problems earlier in the morning.

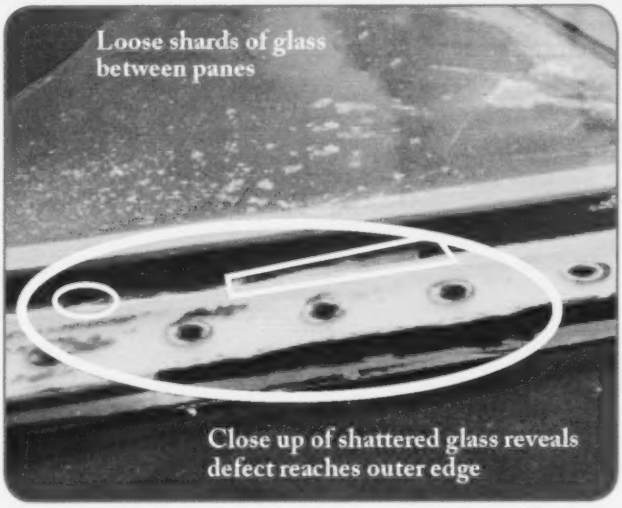
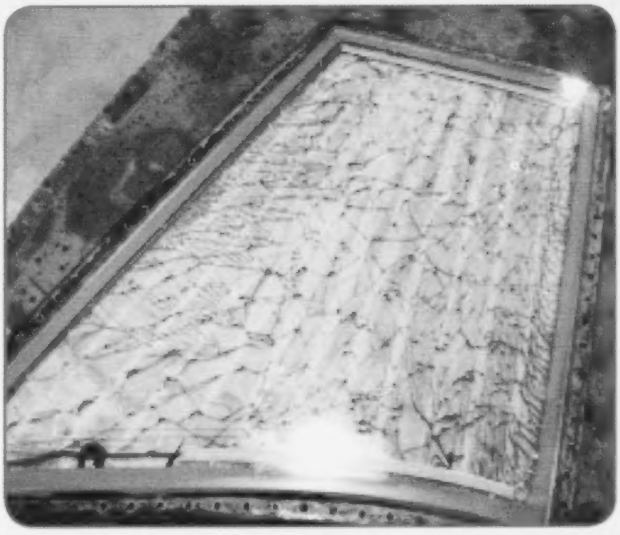
Maintenance examined the windshield and found major delamination and cracks on the window. In various areas around the window the inner pane was beginning to separate from the outer pane and over time might have fallen inward.

Maintenance replaced the windshield and returned the aircraft to service.

Transport Canada Comments:

The operator previously had a similar defect on the same part number windshield. The windshields were sent to the manufacturer for investigation and determination of failure cause. 🛠





CESSNA 560

SDR # 20090325011

Flight Compartment Side Window – 7" Crack

SDR submitted:

At flight level 370, the cockpit L/H side window outer pane cracked. The 7" crack was located on the forward lower corner. The aircraft returned to base without incident.

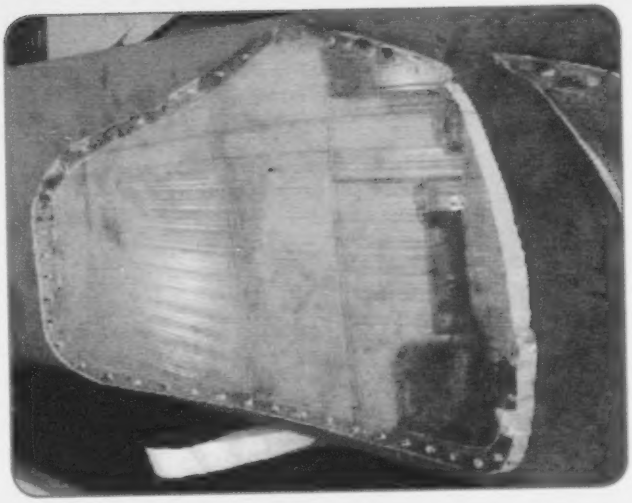
Upon removal of the subject window, significant corrosion was found in several of the fasteners. It was also noted that the window had developed smaller cracks emanating from other screw holes.

The operator's maintenance program inspects the cockpit side window using a prism method every 300 hours or 12 months. The last inspection was completed 171 hours ago.

Prior to operation by the new owner, the aircraft had been repaired due to an impact with a flock of birds in this same general area. The aircraft was parked outside for 3 months awaiting repairs and it is believed that rain/moisture may have migrated into this area and promoted corrosion around the fasteners.

Transport Canada Comments:

Follow up investigation with the FAA and Cessna revealed other similar failures. Cessna stated that there have been no previous defect reports related to corrosion around the L/H or R/H side windows. The prism inspection is designed to find small cracks in the window



originating from the fastener holes. It is not designed to detect corrosion. Cessna will continue to monitor any future Service Difficulty Reports (SDR) defect reports. It is recommended that maintainers and operators continue to closely examine windshields, cockpit side windows and cabin windows for evidence of cracks, scratches, discoloration, crazing and other deformations. Please note that Cessna Aircraft had previously issued Service Bulletin (SB) 560-56-01 on this subject matter. 🛠

LEARJET, 45

SDR # SDR 20090414004

Anti Ice Leak

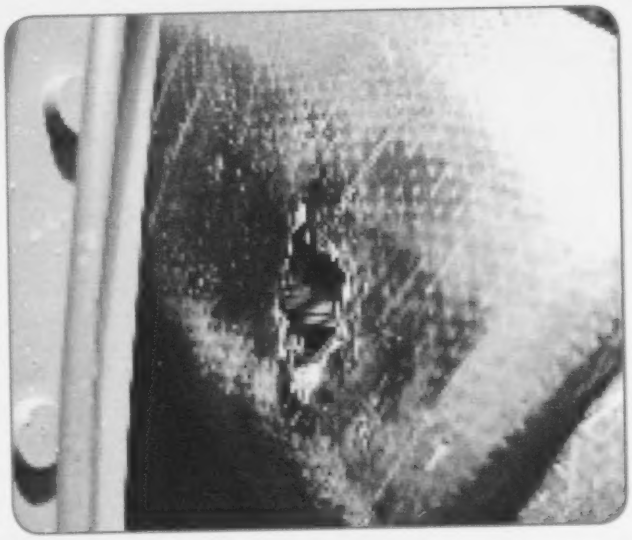
SDR submitted:

Pilot reported a "wing/stab leak" master caution message. Investigation of the problem revealed that the left hand horizontal stab anti ice flexible duct (located at the vertical stab to horizontal stab junction) was cracked.

The duct chafing on the structure, underneath the vertical stabilizer bullet fairing, probably caused the crack. Clearance between the flexible ducts and the structure is minimal in this area. Velcro straps that tie the L/H and R/H flexible ducts were no longer installed and were found lying in the bottom of the access panel.

Transport Canada Comments:

Keep this in mind when performing inspections in this area. 🛠



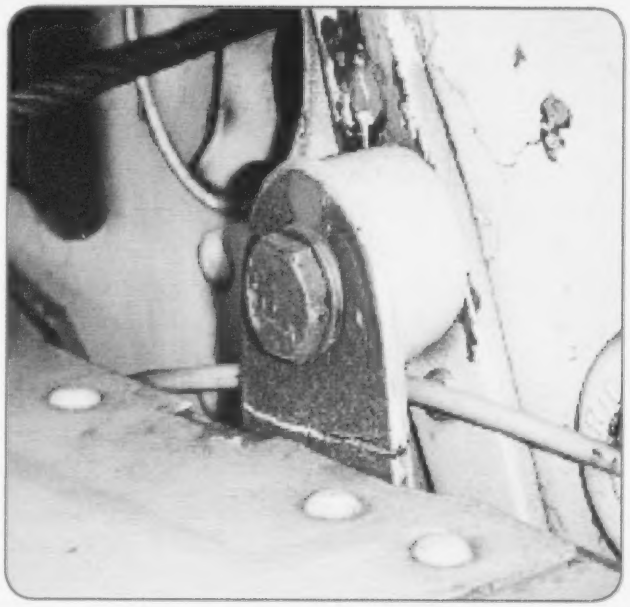
CESSNA 207A

SDR # 20090522003

Horizontal Stabilizer – Cracked Front Attachment Fitting

SDR submitted:

While carrying out a routine inspection in the immediate area, excessive play was noted while manually moving the horizontal stabilizer. While inspecting more closely, the AME noticed that the R/H forward horizontal stabilizer bracket was cracked all the way through. The crack was located just below the bolt hole.



Transport Canada Comments:

TCCA has reported this event to both the FAA and the Type Certificate Holder. Additionally, the SDR database revealed numerous defect reports related to the front stabilizer attachment fitting P/N 1232013-1.

In order to improve the service life of these fittings, TCCA recommends that operators comply with Service Bulletin (SB) 88-3 and Cessna Service Kit (SK) 207-8. Incorporation of the aforementioned SB and SK is highly recommended if loose rivets or cracks in the stabilizer attach bulkhead, cracked doublers or fittings are discovered in the immediate area. 🛠

BOMBARDIER, CL600 2B19 (RJ100)

SDR # 20090521004

APU - Chafed Fuel Line

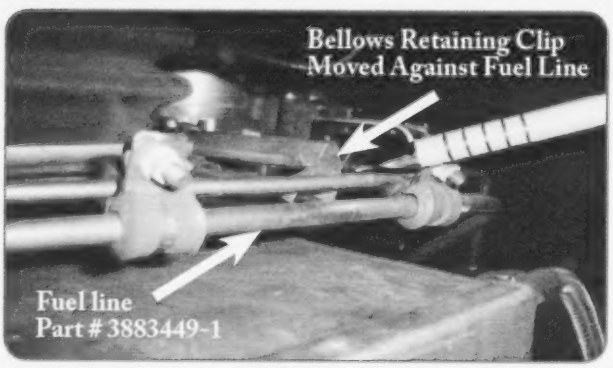
SDR submitted:

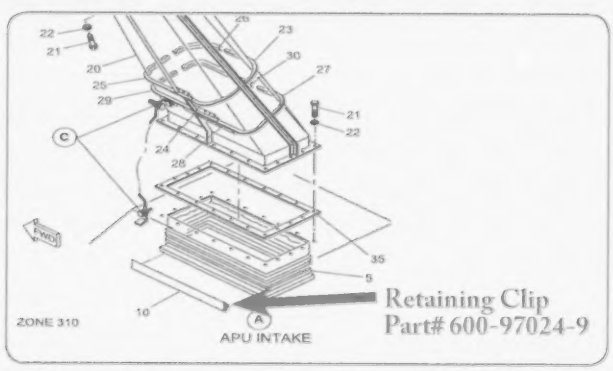
Crew reported that they had an oil smell from the APU when air conditioning system was selected. It was discovered that the APU fuel line Part Number (P/N) 3883449-1(FCU to nozzles) was found chafed thru due to the migration of the APU inlet bellows retaining clip P/N 600-97024-9 (ref CRJ 200 IPC 49-14-00 Fig 1 Item 10).

The SDR submitter states that this type of defect could potentially occur again due to the fact that the retaining clip is not secured (not clamped), allowing it to vibrate around. The APU fuel line is situated directly aft of the clip with a separation of approximately one inch.

Transport Canada Comments:

Transport Canada recommends close examination of these components at the next APU air inlet assembly inspection. Always ensure that fuel and oil lines are properly clamped and are adequately separated to prevent rubbing and chafing. The submitter is currently inspecting these at intervals of 2 000 airframe hours and 300 APU hours. 🛠





CANADAIR, CL215 6B11(CL415) SDR # 20090505004

Damaged Wires

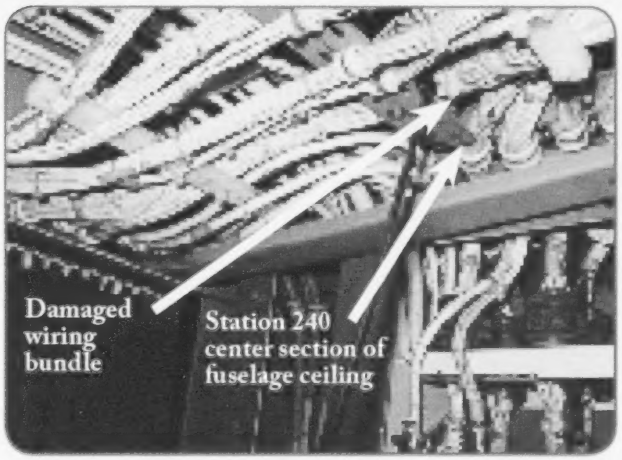
SDR submitted:

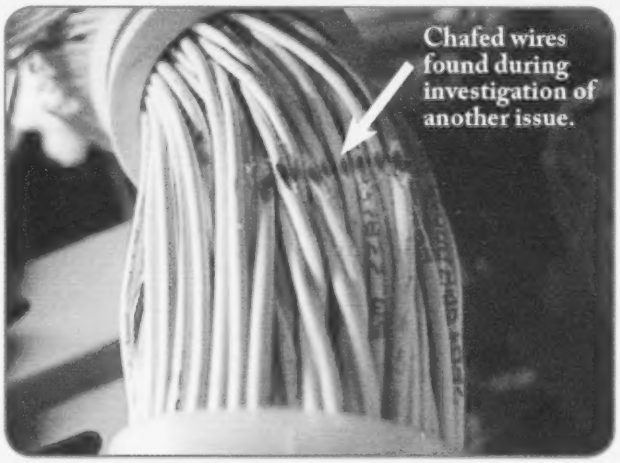
While troubleshooting the R/H engine tail pipe overheat system "failed to test" problem which was found during the preflight check; the avionic technician found 7 to 8 wires in an unrelated wiring bundle chafed and damaged. These electrical wires are located at fuselage station 240 in the ceiling of the aircraft. It is noted that these wires had nothing to do with the issue that was found during the preflight check. All other systems were functioning correctly.

The wire bundle has not been replaced since its original installation.

Transport Canada Comments:

Good find by the Avionic Technician. In this case, being diligent paid off. Good work. Always ensure electrical wires are adequately secured and separated from adjacent structure to prevent rubbing and chafing which may lead to possible system malfunctions. 🛠





DHC 8 314 SDR # 20090616010

R/H Aileron Hinge Bearing – Migration

SDR submitted:

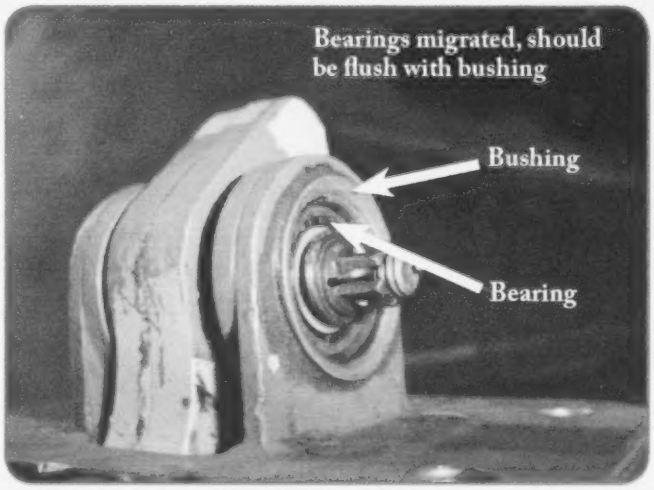
During the cleaning of the R/H wingtip navigation lights, it was noted that the #4 aileron hinge arm had a fresh sign of impact in the grease. The outboard portion of the aileron had approximately 1 inch of play in the up direction and ¾ inch of play in the downward direction.

Following removal of the aileron access panels, it was apparent that the bearings were out of their normal position. Removal of the aileron confirmed that the bearings had migrated out and also damaged the respective fitting. Minor fretting damage was also found to both the inboard and outboard side of the #4 hinge arm/bushing.

A precautionary inspection of the L/H aileron revealed worn bushings but fortunately no bearing migration had occurred. The pilot had not felt any control column vibrations or aileron flutter.

Transport Canada Comments:

Any mechanical defects occurring on a primary flight control is of significant concern. It is recommended that maintenance personnel check this area for bearing migration. This operator inspects the area every 9 months or 1 000 hours in accordance with their approved maintenance program. 🛠



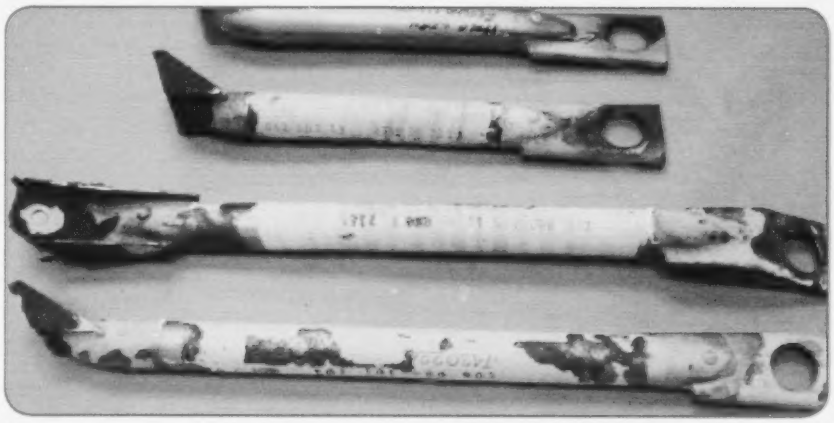
BELL TEXTRON - CAN, 206B

SDR # 20090309002

Engine Mounts Severely Corroded

SDR submitted:

It was noticed after removal of the clamshell dampers and their packing material, during compliance of TB206-89-129 (removal of engine mount leg clamshell dampers), which is a customer option, that extreme corrosion was forming under the primer, which was found to be beyond limits.



All six engine legs were found corroded or damaged beyond limits. This was due to the engine mounts not being installed properly, which allowed the mount to become loose in the bushing bores and caused the clamshell to contact the engine leg.

Transport Canada Comments:

The damage on five of the legs would not have been found if the Technical Bulletin TB206-89-129 had not been carried out. There is no scheduled maintenance required by the manufacturer on the engine leg assemblies. 🛠

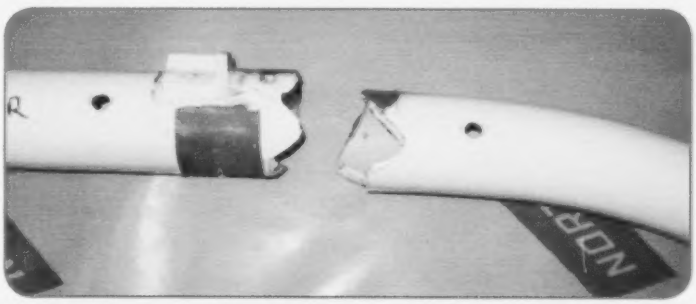
AGUSTA, A119

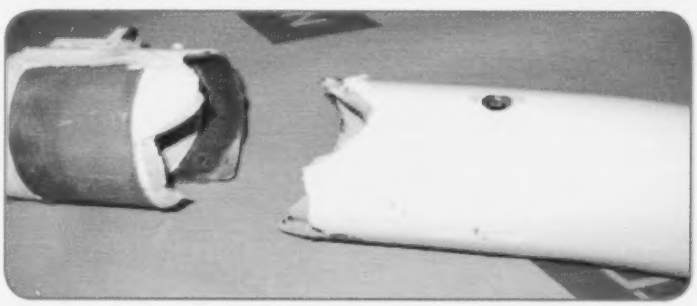
SDR # 20090512004

Sheared Crosstube

SDR submitted:

While climbing out from a landing area at approximately 70 knots the pilot heard a loud bang coming from underneath the pilot seat area. All engine parameters and flight controls were normal and the pilot landed as soon as practical. Once on the ground upon further investigation it was revealed that the forward landing gear crosstube had sheared at the right hand attachment saddle area.





Transport Canada Comments:

At the time of the occurrence the aircraft was equipped with an approved heli-utility basket that was found properly installed in accordance with the STC. 🛠

ROBINSON, R44 II

SDR # 20090515003

Hydraulic Pressure Relief Valve Failure

SDR submitted:

Following shutdown, the pilot noticed a severe hydraulic leak in the transmission area. The cooling air hose that is directed right at the hydraulic reservoir caused the fluid to be sprayed all around the transmission.

The pilot refilled the reservoir to the appropriate level in accordance with his servicing training, but it again lost approximately 250 ml of hydraulic fluid within an hour. A ground run leak check carried out by maintenance personnel, revealed the fluid level rose in the reservoir until it covered the entire sight glass, and continued to rise until it began to flow out of the "filler vent cap" quite rapidly. The reservoir was changed out and another ground run was performed, with no abnormalities or loss of fluid.

As the pump provides excessive hydraulic pressure to the system, it is suspected that the pressure relief valve incorporated into the reservoir assembly failed and was not recirculating any of the fluid back to the reservoir inlet. The pilot did not notice any adverse affect on his flight control system due to the fluid loss.

Transport Canada Comments:

The submitter updated the SDR as follows:

"Following replacement of the hydraulic reservoir, no further leakage was noted until a/f time 1699.2. It again began venting out of the reservoir cap. This time the hydraulic pump P/N D500-1 TTSN 1699.2 was replaced. Since then (current a/f time is 1736.9) no further leakage has been noted. The Pump has been sent back to Robinson for overhaul and evaluation. It is suspect that the pump gears were worn to the point of producing excess flow into the reservoir, but that cannot be determined until the teardown report is produced."

BELL TEXTRON - CAN, 407

SDR # 20090406005

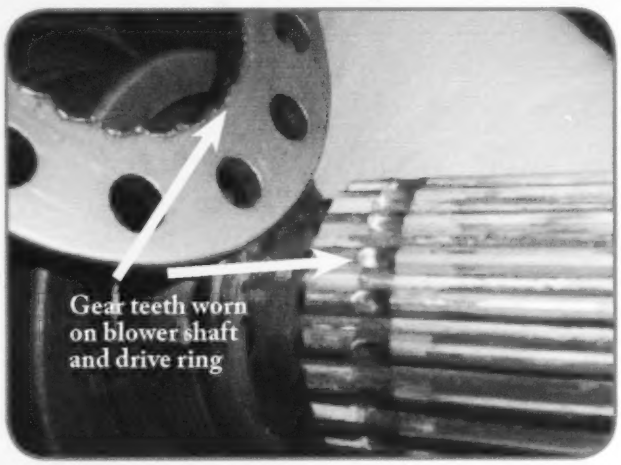
Overheated Tail Rotor Shaft Bearings

SDR submitted:

On a daily visual inspection of one company's Bell 407, the No. 1 T/R drive bearing hanger was found to be overheated with signs of blue discoloration.

The aircraft was removed from service. On further inspection the No. 1 and No. 2 bearings were found to be overheated and the root cause was found forward of the bearings, with the aircomm A/C pulley drive ring P/N S-3532EC-5 (STC No. SR00222DE), which had worn ninety percent of the drive ring and Bell T/R blower shaft P/N 407-040-320-101 mating teeth material away.

Due to the condition of the material the initial problem was not discovered but incorrect belt tension was questioned since all the other components to the system were serviceable.



Engines

ALLISON, 250-C47B

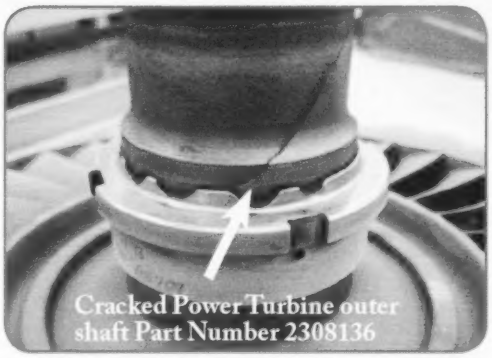
SDR # 20080325013

Engine Noise Observed During Engine Spool Down

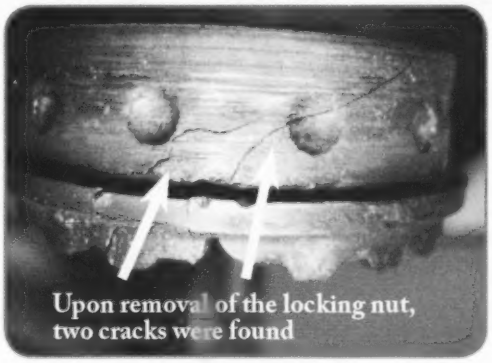
SDR submitted:

Engine noise was noted at ground idle. The noise was reduced when in hover but consistently appeared during spool down to ground idle. The engine was removed and returned to the overhaul shop for repair. The noise was confirmed during an engine test with vibration measurements. The engine was dismantled and inspection revealed a cracked power turbine outer shaft (Part Number 23038136). The crack affected the fit at the turbine 4th wheel curvics coupling, causing fretting and the loss of a coupling tooth.

Power turbine outer shaft and 4th turbine wheel were returned to the Type Certificate Holder for investigation.



Cracked Power Turbine outer shaft Part Number 2308136



Upon removal of the locking nut, two cracks were found

Transport Canada Comments:

Summary of the investigation noted "Previous engineering investigation into cracked Power Turbine Outer Shafts has determined that the most likely cause of the fretting that induces these cracks is loss of the clamp load between the curvics of the Power Turbine Outer Shaft and the curvics of the Fourth Stage Turbine Wheel". In this case, the cause for the lost torque of the spanner nut could not be identified. 🛠

GARRETT, TPE331-11U-612G

SDR # 20090617007

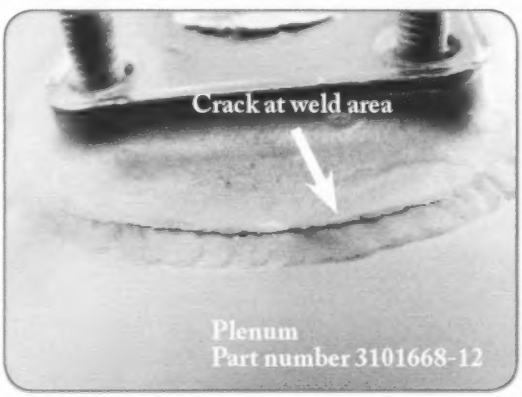
Cracked Engine Plenum

SDR submitted:

While conducting a major aircraft inspection, the Aircraft Maintenance Engineer noticed a crack on the plenum around the bleed air port of the R/H engine. The engine was removed and forwarded to the engine shop for repair. The part was replaced and the engine was reinstalled on the original aircraft.

Transport Canada Comments:

Other cases were reported through the Transport Canada Service Difficulty Reporting System. The Submitter noted that the plenum is not life limited and remains in service as long as it passes the visual and Non Destructive Testing inspection at overhaul. Honeywell has issued Service Bulletin (SB) TPE331-72-2014 to introduce an improved version of the plenum. Transport Canada recommends that maintenance personnel be extra attentive to this area of the TPE331 series engines and that owners and operators consider the incorporation of Honeywell SB TPE331-72-2014 at the next engine overhaul. Reference Service Difficulty Advisory AV-2006-07 issued 8 September 2006. 🛠



Crack at weld area

Plenum
Part number 3101668-12

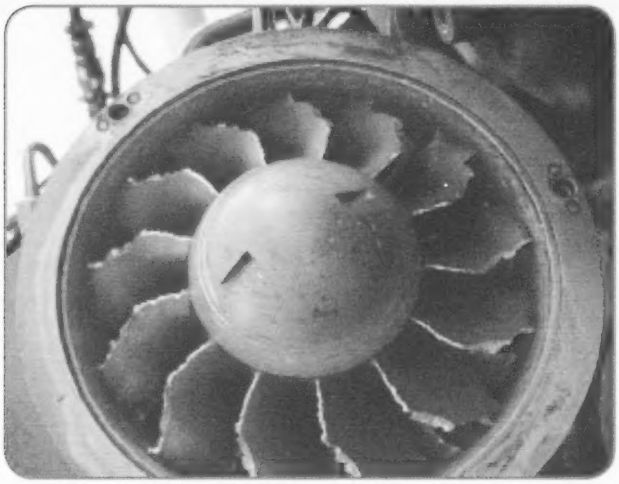
AEROSPATIALE, AS 350B

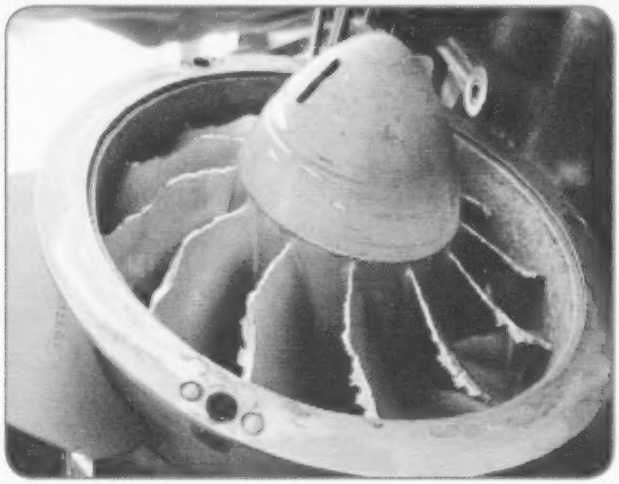
SDR # 20090318001

Compressor Damaged

SDR submitted:

Pilot was taking off from base, reported hearing odd whining from engine during takeoff and power changes. Aborted takeoff and returned to staging area. Opened engine cowl, noted aluminum shavings on engine deck. Visual inspection identified the compressor wash union Part Number (P/N) 350A54-1112-20 welded boss on intake assembly P/N 350A54-1080-04 had broken off and become ingested into the engine. Aircraft had been subject to scheduled inspection less than 10 hours prior, with no defects noted at that time. Aluminum shavings from welded boss were found ejected out of the bleed valve and out of the exhaust. The steel union did not get ingested, but bounced around in the intake plenum causing substantial damage to the axial compressor.





Propellers

HAMILTON STANDARD, 14SF-7

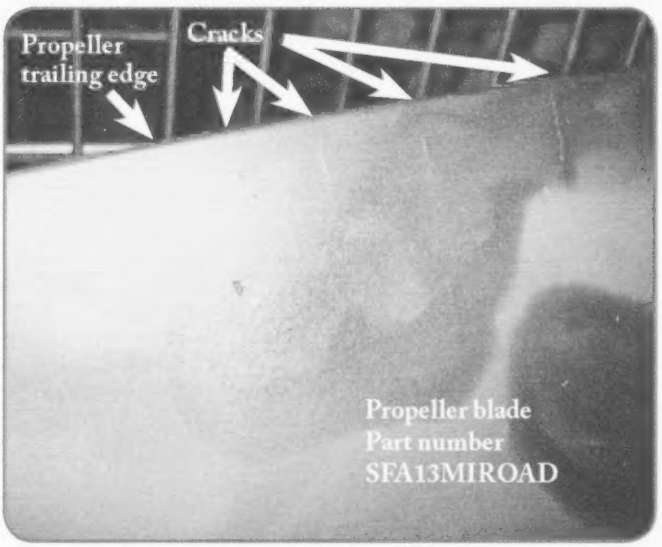
SDR # 20090519005

Prop Moisture Ingress

SDR submitted:

During walk around, flight crew noticed an anomaly with the trailing edge of the #3 propeller blade on the L/H propeller. Maintenance was advised and inspected the propeller and determined that the trailing edge contained about 8 small cracks midway between the blade root and tip. When inspected further, what appeared to be moisture was noticed to seep from the cracks. When wiped away, moisture again would seep out.

Maintenance replaced the propeller blade and has contacted the overhaul/repair facility for possible causes for the cracking. A complete report on the nature of the defects has been requested from the repair facility. Company will review these findings and attempt to mitigate any re-occurrence, which may be associated with operational conditions.



Transport Canada Comments:

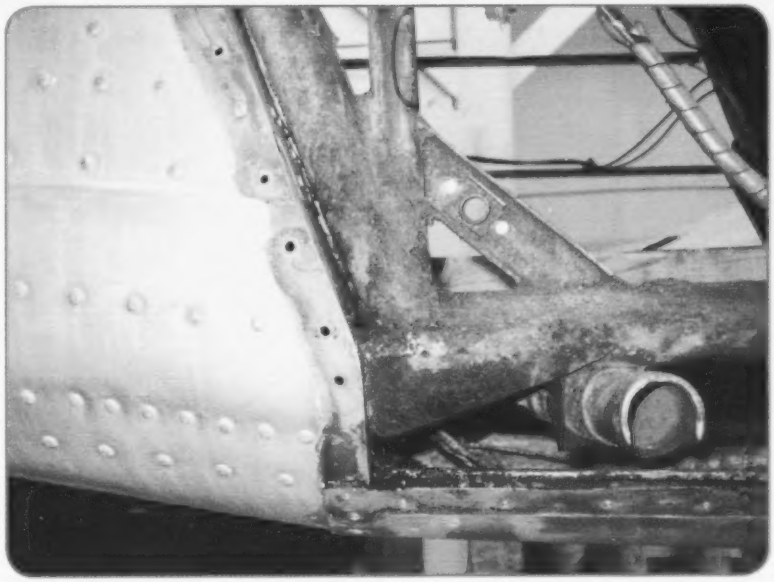
The submitter has updated the Service Difficulty Report indicating that the cracks were in the paint only.

PA23 250 AZTEC

SDR # 20090616012

Fuselage Frame Structural Tubing – Severe Corrosion

During an AMO maintenance inspection, technicians noted external corrosion on some of the fuselage frame tubes, specifically at the lower longeron tubes.



Initially, corrosion was found around the perimeter of the L/H (modified) cabin entry metal step plate. When the step plate was removed, deep corrosion pits were also noted in the fuselage skin. Significant exterior corrosion was found on several of the frame tubes. When removing the surface corrosion on frame tubes, a tube drain hole was unplugged and lots of rusty, sludge water drained out of the inside of the tube. This prompted the technicians to remove the fuselage skin in that area in order to inspect the outer (hidden) side of the frame tubes. The outer side of the tubes were found to be severely corroded and obviously beyond repair.

Eddy Current inspection on the frame tubes was carried out to determine wall thickness of the adjacent fuselage frame tubes. Many of the Eddy Current readings revealed a tube wall thickness well below the nominal wall thickness.

The fuselage frame tubes are the principal load carrying members of this aircraft, thus this particular aircraft was no longer airworthy. It is undetermined at this time if the aircraft is economically viable to repair to an airworthy condition due to extensive rework/jigging requirements.

Transport Canada Comments:

Almost all metals used in aircraft construction are subject to corrosion. This metal degradation is especially prol ematic when operating in a coastal environment as the aircraft is exposed to salt water/air spray. Areas around the windows must be properly sealed to prevent water/moisture from infiltrating and then migrating into the aircraft fuselage. Badly fitting doors and seals can allow water/moisture to enter the aircraft. In particular, the lower fuselage areas and any insulation blankets must be kept clean and dry. Additionally, ensure that all lower fuselage water drains are kept free to drain fluid overboard.

Transport Canada Civil Aviation (TCCA) reminds all aircraft owners/operators to take all preventive corrosion precautions in accordance with the respective manufacturers' instructions. The corrosion that was found on the subject aircraft was so pronounced that the structural integrity of the principal load carrying fuselage tubes was compromised. Fortunately, the maintainer took the responsible steps to expose and then inspect the hidden (inaccessible) areas and then carry out Eddy Current inspections to verify the problem. This work is commendable.

TCCA is in the process of requesting that the FAA advance our concerns to Piper to have the requirement for repetitive inspections added to Piper Service Letter (SL) 629, titled Fuselage Frame Tube Corrosion Inspection. 🛠

Equipment Airworthiness Directives (ADs)

Transport Canada (TC) endeavours to send copies of new airworthiness directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.

AMEs and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local TCC, their PMI, or from the Civil Aviation AD website at: www.tc.gc.ca/cawis-swimn

Manufacturer	AD Number	Origin	Description
BF GOODRICH	2009-0124	EU	Equipement / Furnishings – Lifesaving Systems' D-Lok Hook of the Rescue Hoist – Inspection /Replacement
MICROTURBO	2009-0100	EU	Auxiliary Power Unit – Exhaust Thermal Insulation – Replacement

FAA Unapproved Parts Notifications (UPNs)

Unapproved Parts Notifications are published by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 73125. They are posted on the Internet at: http://www.faa.gov/avr/sups/upn.cfm

Unapproved Parts Notifications		
Number	Subject	Date Posted
2009-20080401002	XP Modifications Inc. Cessna 172 Engine Mounts – Produced without Parts Manufacturer Approval	2009-01-30
2008-200700169	FH 1100 Manufacturing Corporation – FH 1100 helicopter parts sold and/or returned to service with no traceability	2008-11-04
2008-S20080226009	Mid Continent Aircraft Corp. – Improperly produced and sold parts for installation on agricultural aircraft.	2008-01-01

FAA Special Airworthiness Information Bulletins (SAIBs)

A Special Airworthiness Information Bulletin (SAIB) is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). http://www.faa.gov/aircraft/safety/alerts/SAIB/

SAIB Number	Make / Company	Subject	Issue Date
CE-09-37	True Flight Holdings LLC	Stabilizer: True Flight (Grumman American) AA-5	07/01/2009
CE-09-35	Carburetors	Carburetor Icing Prevention	06/30/2009
SW-09-36	Robinson Helicopter Company	Robinson Helicopter Company Hot Weather Operation	06/30/2009
NE-09-34	Engines	Standard Practices/Structures Engine Critical Parts Cleaning	06/08/2009
NM-09-33	Airbus	Flight Control Primary Computer (FCPC)	06/01/2009
CE-09-32	Cirrus Design Corporation	Navigation: Cirrus Aircraft Under-Glareshield GPS/WAAS Antenna Mount	05/29/2009
NE-09-31	Textron Lycoming, AVCO Corporation Turbochargers	Turbocharging: Rebuilt by Kelly Aerospace Energy Systems	05/27/2009
SW-09-30	Enstrom Helicopter Corporation, The	Cracked Pylons	05/27/2009
NM-09-29	Life Rafts	Equipment/Furnishings: Inflation Valve Failure on Switlik Life Raft Systems	05/20/2009
CE-09-28	Air Tractor, Inc.	Fuselage Main, Longeron/Stringer: Float Equipped Air Tractor AT-802 and AT-802A Airplanes - Periodic Inspection and Repair for Aft Fuselage Diagonal Tubes	05/12/2009
NM-09-27	Boeing Company, The	Equipment/Furnishings: In-flight access to Class E cargo compartments	05/12/2009
SW-09-26	Eurocopter Deutschland GmbH	Operation with Emergency Flotation System ARMED	05/07/2009
NE-09-25	Fuel	Fuel: Jet Fuel Containing FAME (Fatty Acid Methyl Ester)	05/01/2009
NE-06-31R2	Lycoming Engines Textron Lycoming, AVCO Corporation	Engine Lubricating Oils	04/29/2009
CE-09-24	EADS-PZL Warszawa-Okecie S.A.	Fuselage - Maintenance Program and Fuselage Front Posts - Inspection/Repair	04/20/2009
CE-09-23	Piper Aircraft, Inc.	Fuel: Piper PA-28, PA-32, PA-34	04/07/2009
NE-09-21	Porsche K.-G., Dr. Ing.h.c.F.	Reciprocating Engine	03/31/2009
CE-09-22	Schempp-Hirth Flugzeugbau	Flight Controls/Stabilizers: Loose Fastener with the Engine Extension/Retraction Mechanism	03/30/2009
CE-09-20	American Champion Aircraft Corp.	Equipment - Furnishings	03/20/2009
SW-09-19	Sikorsky Aircraft Corporation	Sikorsky S92A Main Gearbox Emergency Procedures	03/19/2009
NM-09-18	Transport Category Airplanes	Landing Gear: Tire Failure - Locked Carbon Disc Brake Due to Moisture Absorption and Freezing	03/11/2009
CE-09-17	Piper Aircraft, Inc.	Fuel: Piper PA-28 Series Aircraft Fuel Vent and Supply Hose Condition	03/10/2009
CE-09-16	Cessna Aircraft Company	Landing Gear: Main Landing Gear Torque Tube	03/03/2009
CE-09-15	Piper Aircraft, Inc.	Landing Gear – Nose Gear Centering Attach Bolt	03/02/2009
CE-09-14	Eclipse Aviation Corporation	Eclipse EA500	02/27/2009
CE-09-13	Piper Aircraft, Inc.	Landing Gear: Engine Mount-Nose Landing Gear Attach Section	02/23/2009

SAIB Number	Make / Company	Subject	Issue Date
CE-09-12	Cessna Aircraft Company Diamond Aircraft Industries GmbH Hawker Beechcraft Corporation Mooney Aircraft Corporation Piper Aircraft, Inc. Quest Aircraft Design, LLC True Flight Holdings LLC	Navigation: CRS/BARO Knob Interference in some G1000/G900X/G950 Installations	02/11/2009
CE-09-11	Cessna Aircraft Company	Turbocharged Engines	02/09/2009
CE-09-10	Cessna Aircraft Company	Availability of Secondary Seat Stops for Pilot and Copilot Seats	02/05/2009
NE-09-09	Pratt & Whitney Division	Reciprocating Engine Cylinder Section	02/02/2009
NE-09-08	Teledyne Continental Motors	Reciprocating Engine Cylinder Section	01/30/2009
SW-09-07	Robinson Helicopter Company	JASC Code 2410 Alternator-Generator Drive, Robinson Helicopter Company Alternator Belts	01/30/2009
NM-09-06	Bombardier Inc.	Landing gear: Inspect body fairing seal common to the main landing gear (MLG) inboard doors	01/28/2009
NE-01-23R1	Tarver Propellers, LLC	Propeller Assembly	01/27/2009
SW-09-05	Seats	25-20 Passenger Compartment Equipment - Periodic Inspection of Model 5150 and 5500 Seat Leg Saddles	01/22/2009
NE-09-04	Lycoming Engines Superior Air Parts, Inc. Teledyne Continental Motors Fuel injection servos	Fuel Control/Reciprocating Engines	01/10/2009
NM-08-27R1	Transport Category Airplanes	Landing gear: Catalytic Oxidation of Aircraft Carbon Brakes due to Runway De-icing (RDI) Fluids	12/31/2008
NM-09-03	328 Support Services GmbH Airbus ATR – GIE Avions de Transport Régional Boeing Company, The Bombardier Inc. Construcciones Aeronauticas, S.A. Embraer - Empresa Brasileira de Aeronautica S.A. Fokker Services Lockheed Martin Corporation McDonnell Douglas Corporation Saab AB, Saab Aerosystems Short Brothers PLC	Engine Fuel and Control - Implementing Fuel Tank System Airworthiness Limitations	12/11/2008
CE-09-02	Hawker BeechcraftCorporation	Publication error of AD 89-05-02 in he FAA Regulatory Guidance Library	11/06/2008

Service Difficulty Reports

LEGEND

JASC: Joint Aircraft System Code number defining assembly/system/components

SDR No.: Transport Canada Civil Aviation (TCCA) -assigned SDR control number — please quote in any correspondence or inquiries

RGN: TCCA region of SDR submitter:

PAC = Pacific
ONT = Ontario
ATL = Atlantic
VAR = Various
PNR = Prairie and Northern
QUE = Quebec
NCR = Ottawa (HQ)

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
AIRCRAFT						
AEROSPATIALE						
AS 350B2	5347	Leaf	350A2113832403	Cracked	20090526006	PNR
AS 350B2	7314	Fuel Pump	430137702	Leak	20090401014	ONT
AS 350B3	6220	Static Stop Yoke Assy	350A37116200	Unserviceable	20090420002	PNR
AS 350BA	2913	Hydraulic Pump	704A34310006	Unserviceable	20090413003	ONT
ATR 42 300	3230	Proximity Switch	D22878001	Dented	20090618007	ONT
ATR 42 300	5210	Diaphragm	S53G71268180	Cracked	20090423011	ONT
AGUSTA						
A119	3210	Crosstube Fwd	10905704101	Sheared in half	20090512004	PAC
A119	3210	Crosstube Fwd	10905704101	Sheared in half	20090512005	PAC
AIRTRACTOR						
AT 802	2711	Wire		Unserviceable	20090501006	PAC
AIRBUS						
A310 304	3260	Bracket Sub-Assy	GA595331	Damaged	20090505003	QUE
A310 308	2910	Hose	200595	Leaking	20090522001	QUE
A320 211	3246	Inbord Hub	300796OPT1	Mangled	20090602008	QUE
A340 313	2560	Aft Release Pin		Failed to release	20090403001	QUE
BEECH						
100	3250	Barrel Assy	50820042605	Failed	20090401004	PNR
1900C	2100	Air Conditioning	10238900611	Leaking	20090507004	PNR
1900C	2750	Flap Control		Broken	20090619002	PNR
1900C	2820	Tube Assy	3040637	Chafed	20090511002	PNR
1900C	5700	Wing		Corroded	20090519011	PAC
200	2100	Air Conditioning Hydraulic		Siezed	20090511003	PNR
200	2913	Hydraulic Pump	P3001	Spline worn	20090507003	PNR
200	3213	Torque Link	1018100321	Cracked	20090406004	MAR
200	5210	Door Frame	50430043865	Cracked	20090619010	ONT
200	5210	Door Frame	50430043865	Cracked	20090624002	ONT
A100	3010	Pedestal Terminal Board	Ms2721226	Disconnected	20090526004	PNR
A100	5753	Clip	351153963	Cracked	20090609003	ONT
B200	2100	Air Plenum	1015501472	Separated	20090513002	PNR
B200	2823	Firewall Shut-Off Valve	1013890253	Intermittent	20090526003	PNR
B200	3210	Landing Gear Drive Shaft	1018100213	Cracked	20090413002	PNR
B200	5310	Ventral Fin And Structure	10144001885	Damaged	20090507010	PNR
B300	5753	Rib	13011600011	Cracked	20090415009	PNR
B90	2730	Elevator Trim Actuator	50524496	On condition	20090529004	PNR
C90A	2730	Pin	NAS427K26	Serviceable	20090602009	PAC
E90	5520	Center Elevator Hinge	5062000016	Cracked	20090617003	PNR
BELL TEXTRON- CAN						
206B	2562	G Switch		New	20090602001	QUE
206L	6220	Feathering Bearing	20601111801	Scrap	20090518001	QUE
206L	6410	T/R Blade	20601620131	Good	20090407012	ONT
206L	6700	Collective Elbow Assy	20600115401	Cracked	20090401009	PAC
206L	7230	Case Halves Compressor	23057142	Unserviceable	20090407013	ONT
206L 3	5510	Support Upper L/H	20602319063	Cracked	20090505002	PNR

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
407	6410	Tail Rotor Blade	40601610119	Separated	20090505006	MAR
407	6510	Aircomm A/C Pulley Ring	S3532EC5	Overheated	20090406005	PAC
407	6720	Pitch Tube	40601218101	Not repairable	20090506007	QUE
BELL TEXTRON - USA						
205A 1	6510	Fitting	20503181801	Cracked	20090424002	QUE
212	2900	Tee Fitting	AS1005W060606	Cracked	20090511008	PAC
212	5610	Windshield Assy - R/H	21203046403	Cracked	20090511007	PAC
212	6520	Seal	410082HAE	Leaking	20090511009	PAC
214B 1	6220	Spindle Assy	21403060605	New from bell	20090430003	PAC
BOEING						
727 200	7532	Duct	470962	Ruptured	20090601004	ONT
727 223	5610	Window	5893543130	Cracked/burnt	20090622005	ONT
727 225	5610	Windshield	5893543129	Shattered	20090611007	ONT
727 243	5610	R2 Window	57176244	Unserviceable	20090520004	PAC
727 260	2742	Actuator		Corroded	20090526008	ONT
737 200	5430	Angle	654957323	Broken	20090618008	ONT
737 217	5610	Window	58935733	Cracked	20090514001	ONT
737 248C	5610	Middle Pane		Shattered	20090408004	ONT
737 8AS	5430	Panel	112N61012	Cracked	20090601001	MAR
757 236	3416	Standby Altimeter	LK359	Overhauled	20090421009	ONT
757 2Y0	2497	Wire	W5100000520	Shorted	20090622007	ONT
767 223	5610	Window	141T480013	Shattered	20090618009	ONT
BOMBARDIER						
BD 100 1A10	2900	EDP Pressure Line Assy	1.00535E+11	Cracked	20090604008	QUE
CL600 2B19 (RJ100)	2150	Duct	601R950687	Leaking	20090405001	QUE
CL600 2B19 (RJ100)	2710	Bearing	27295105	Seized	20090514005	MAR
CL600 2B19 (RJ100)	2750	Unit Skew Detector	8004301	Servicable	20090506010	PAC
CL600 2B19 (RJ100)	2752	Flap Actuator	853D10019	Internal disconnection	20090502002	QUE
CL600 2B19 (RJ100)	3230	Landing Gear	2605890001	Seized	20090513006	MAR
CL600 2B19 (RJ100)	4900	APU	38004883	Seized	20090502004	QUE
CL600 2B19 (RJ100)	4930	APU Fuel Line	38834491	Chafed	20090521004	MAR
CL600 2B19 (RJ100)	5610	Side Window	NP1393222	Cracked	20090423002	QUE
CL600 2B19 (RJ100)	5610	Side Window	NP1393226	Shattered	20090527004	QUE
CL600 2B19 (RJ100)	7110	Left Upper Engine Cowl	22850080801	Lost	20090525006	QUE
CL600 2B19 (RJ100)	7200	Fan Blade	6018T30P14	Bent	20090429001	MAR
CL600 2C10 (RJ700)	2460	LDPC	900GC02Y01	Failed and burned	20090507001	QUE
CL600 2C10 (RJ700)	5600	Windshield L/H	NP1393215	Cracked	20090407017	QUE
CL600 2C10 (RJ700)	5610	Side Window	NP1393222	Cracked	20090423001	QUE
CL600 2C10 (RJ700)	5610	Windshield R/H	601R3303318	Crack expansion	20090413004	QUE
CL600 2D15 (705)	3610	Pneumatic System	GG67080301	Bellow	20090402004	MAR
CANADAIR						
CL215 1A10	2900	Hydraulic Pressure Line	AE2460701H0170	Crack	20090505007	QUE
CL215 1A10	5711	Front Spar	21510024808	Corroded	20090402002	QUE
CL215 1A10	7421	Spark Plug		Used	20090527001	QUE
CL215 6B11(CL415)	5244	Water Door #3	215T3350617	Corroded	20090609002	QUE
CL215 6B11(CL415)	5310	Fuselage Hull		Cracked	20090421010	ONT
CL600 2A12(601)	2932	Cannon Plug		Shorted	20090414001	NCR
CESSNA						
150F	1000	Floor Screw	S1021Z810	Serviceable	20090417001	PAC
150M	5347	Stiffener	4102362	Cracked	20090406007	ONT

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
152	5510	Bracket	4320049	Cracked	20090415006	PAC
152	5510	Bracket	4320049	Cracked	20090415007	PAC
172H	5540	Rudder Bracket	53101812	Cracked	20090512007	PNR
172N	5520	Bracket Assy	5320061	Loose	20090618002	ONT
182A	5753	Fwd Flap Return Cable	51010521	Worn/frayed	20090424004	PAC
182J	3210	Lower Oleo Fitting	7436061	Cracked	20090622003	ONT
207A	5510	Stabilizer Front Fitting	12320131	Cracked	20090522003	PNR
208B	3246	Wheel Assy	40179	Flat tire	20090409001	MAR
210R	3233	Landing Gear Motor	98811411	Over heated	20090430001	ONT
402	3210	Downlock Switch	S20884	Used	20090616011	QUE
402C	3340	Lighting		Gear stripped	20090513004	PNR
525	2731	Elevator Trimtab	C2TE43ATAB	Displaced	20090617002	PNR
R182	3310	Transistor	2N3055	Burnt	20090512010	QUE
T206H	2730	Cables	ICA8PR6	Frayed	20090430004	MAR
T206H	5240	Split Pin	NAS561P46	New	20090505009	ONT
U206	2710	Screw	AN5158R6	Missing	20090402003	ONT
U206G	2421	Alternator	DOFF10300BR	Failed	20090620001	PNR
U206G	3213	Fitting	12116011	Cracked	20090407008	PNR
CONVAIR						
340	3260	Switch	BZ7RQ67T	Unserviceable	20090428003	PAC
DEHAVILLAND - CAN						
DHC 2 MKI	1220	Oil Cap	C2P383	Loose	20090625001	QUE
DHC 2 MKI	2720	Rudder Cable Asembly	C2CF741AND	Frayed	20090402008	PAC
DHC 2 MKI	2730	Elevator Cable Assy	C2CF813A	Frayed	20090402009	PAC
DHC 2 MKI	2730	Elevator Cable Assy	C2CF815A	Frayed	20090402010	PAC
DHC 2 MKI	5311	Bird Cage	C2FS3203A	Cracked	20090622004	MAR
DHC 2 MKI	5520	Torque Tube		Corroded	20090416006	PNR
DHC 2 MKI	5551	Bracket	C2tp159a	Cracked	20090407010	PAC
DHC 2 MKIII	5510	Stab Attach Fitting	C2TP187A	Cracked	20090615004	PNR
DHC 2 MKIII	5532	Fuselage Frame	C2FS705706	Cracked	20090422002	PNR
DHC 3	2701	Control Column	C3CF48	Cracked	20090421014	PAC
DHC 3	5544	Bracket	C3FS16911	Corroded	20090606002	PNR
DHC 3T	3246	Front Strut	C3FU1086	Cracked	20090424007	PAC
DHC 3T	3246	Front Strut	C3UF1085	Cracked	20090424006	PNR
DHC 6 300	2497	Generator Relay Cable	C6NF10385	New	20090422001	PNR
DHC 6 300	2810	Fuel Cell	C6SC10583	Repaired	20090619011	PNR
DHC 6 300	2841	Fuel Quantity Transmitter	39108703082	Inspected	20090610002	PNR
DHC 6 300	3210	Gear Leg Assy R/H	C6UM11108	D checked	20090401006	PNR
DHC 6 300	3210	Main Gear Leg	C6um11104	In service	20090608006	NCR
DHC 6 300	3220	Piston Tube	711419	Damaged	20090416002	PNR
DHC 6 300	7300	Dust Cover	C6PF105427	New	20090514002	PNR
DHC 8 100	5610	Windshield	80260011	Cracked	20090617004	QUE
DHC 8 102	2910	Hose And Tube Assy	DSC3461	Chafed	20090407009	QUE
DHC 8 102	3210	Roller	YCRS14	Seized	20090604007	MAR
DHC 8 102	5755	Casing		Ruptured	20090406006	MAR
DHC 8 300	2720	Switch	682175	Seized	20090416001	QUE
DHC 8 400	1420	Contactor	10962242	Loose	20090403008	QUE
DHC 8 402	3220	NLG Retract Hydraulic Line	82910425003	Pin hole leak	20090528001	ONT
DHC 8 402	5620	Windshield	80260008	Shattered	20090622001	ONT
DIAMOND - AS						
DA 40	2434	Alternator CB Jumper Wire	DA431446003	Defective	20090525005	ONT
DA 42	3210	Rear Bearing Housing	D6032176151	Cracked	20090612003	ONT
DA 42	3210	Rear Bearing Housing	D6032176151	Cracked	20090616007	ONT
DIAMOND - CAN						
DA 20 C1	2421	Bracket Alternator	2224121400	Cracked	20090528002	ONT
DA 20 C1	2434	Alternator	887251	Damaged	20090408012	ONT
DA 20 C1	2434	Bracket Alternator	2224121400	Cracked	20090604006	ONT
DA 20 C1	7602	Rod End	HF3M	Worn out	20090401002	MAR
EMBRAER						
ERJ 190 100 IGW	3231	NLG Door Link- R/H	17070760903	Good	20090610004	QUE
EUROCOPTER DEUT						
BO105 S CDN BS 4	2911	Hydraulic Tube	112145174	Unserviceable	20090407014	ONT
BO105 S CDN BS 4	3340	Lens	1110001	Spalled	20090421006	ONT
BO105 S CDN BS 4	5302	Tailboom	BO105	Distorted	20090508003	ONT

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
EUROCOPTER FRANCE						
AS 332L1	6220	MRH Flapping Hinge Pin SP	332A311401M	Failed	20090522005	PAC
AS 355	5531	Lower Vertical Fin	350A0855061601	Cracked	20090402011	ONT
AS 355	6320	Mast Chip Plug		O/H	20090505008	ONT
EC 120 B	2460	Battery/EPU Switch	045004A102A	Intermittent	20090417006	PAC
EC 120 B	3340	Relay Landing Light	M610619017	Intermittent	20090417005	PAC
FAIRCHILD						
SA227AC	2100	Cooling Turbine	20475546	New	20090506001	ONT
SA227AC	2914	O Ring	MS287786	Split	20090407006	ONT
SA227AC	3250	Arming Valve	350501	Not opening	20090519007	PNR
FOUND BROTHERS						
FBA 2C1	3213	Shock Absorber Tie Bolt	U320	Used	20090403011	ONT
GULFSTREAM - ISRAEL						
GULFSTREAM G150	2752	Motor DC	5503D1003	Shorted to case	20090501002	PNR
HAWKER SIDDELEY-UK						
HS 748 2A	3260	Bolt	1000021303	Broken	20090605009	ONT
HS 748 2A	7921	Oil Cooler	RK35782A	Leaking	20090519009	QUE
HUGHES						
369D	6220	Lower MR Pitch Link Brg	369T795111	Bearing seized	20090402007	PAC
LEARJET						
31A	3230	Uplock Switch	1EN18	Unserviceable	20090519006	PAC
45	3010	Anti-ice Duct	66301000007	Used cracked	20090414004	QUE
45	3010	Anti-ice Duct	66301000007	Flexible portion	20090414002	QUE
MITSUBISHI – USA						
MU 2B60	5280	Hinge	030A35508	Cracked	20090424003	ONT
MORAVAN						
Z242L	2720	Rudder Cable	Z14242260100	Frayed	20090626002	ONT
Z242L	2730	Fwd Elevator Trim Cable	Z14244130000	Frayed	20090508002	ONT
Z242L	2731	Aft Elevator Trim Cable	Z4244120000	Frayed	20090421003	ONT
Z242L	2731	Fwd Elevator Trim Cable	Z14244130000	Frayed	20090605001	ONT
Z242L	2750	Flap Centre Cable	Z4243130000	Frayed	20090626001	ONT
Z242L	7120	Engine Mount	L24263100000	Cracked	20090430002	ONT
PILATUS – SW						
PC 12 45	2100	Turbine (Cooling)	1677D000002	Seized	20090423007	ONT
PC 12 45	2932	Hydraulic Pressure Switch	9738114304	Leaking fluid	20090526002	ONT
PC 12 45	3060	Spacer		Missing	20090402001	ONT
PC 12 45	5751	Screws	MS35207XXX	Corroded	20090415001	ONT
PC 12 45	5751	Screws	MS35207XXX	Corroded	20090423006	ONT
PC 12 47E	3400	Connector Of Power Supply		Failed	20090501001	ONT
PC 12 47E	3400	MFD Controller	71015980301	Failed	20090511010	ONT
PIPER						
PA23 250	2750	Bell Crank	16423006	Cracked	20090511011	QUE
PA23 250	5311	RD Steel Tube	1713444	Corroded	20090616012	PAC
PA31 350	3244	Nose Wheel Assembly	40140	Flat	20090406002	MAR
PA31 350	3244	Wheel Assy	40140	Flat	20090406003	MAR
PA31 350	5210	Upper Door Frame Gusset	5237600	Cracked	20090616006	PNR
PA31 350	5230	Door Hinge		Separated	20090616005	PNR
PA31 350	5280	Elbow - 45 Degree	AN8374D	Severed	20090523001	PAC
PA31 350	5711	Wing Aft Spar		In service	20090626004	PNR
PA44 180	2720	Aft Rudder Control Cable	62701154	Frayed	20090519001	ONT
PA44 180	2720	Aft Rudder Control Cable	62701154	Frayed	20090519002	ONT
PA46 310P	5751	Aileron Hinge Bracket	8320302	Loose at rivets	20090505001	ONT
PITTS						
S 2C	2720	Tube Diagonal L/H	22100241	Damaged	20090515001	PNR
ROBINSON						
R44 II	2915	Pressure Relief Valve		Failed	20090515003	PAC
SAAB						

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
340B	3240	Swivel Elbow	AIR124470	Unserviceable	20090603005	PNR
SIKORSKY						
S76	7120	Tripod		Cracked	20090521003	PAC
S76	7120	Tripod		Unserviceable	20090522002	PAC
S76A	7311	Gasket Oil Cooler	A5F224000	Unserviceable	20090420005	PAC
S76C	6320	Upper Housing		Unserviceable	20090529006	PAC
WAGAERO						
CUBY ACRO TRAINER	3210	Landing Gear Axle		Broken	20090407005	ONT
ENGINE						
ALLISON						
250-C20B	7530	Pressure Probe	23073525	New	20090401005	PNR
250-C20R	7250	Number 5 Bearing	6871505	Missing balls	20090512002	QUE
AVCO LYCOMING						
IO-540-K1B5	8530	Connecting Rod	LW19332	Fractured	20090429004	PNR
LTIO-540-J2B	8550	Oil Filter Base Assy	77852	Warped	20090409005	MAR
LTIO-540-J2BD	8500	Engine	TI0540J2BD	Cracked	20090506012	PNR
LTIO-540-J2BD	8530	Exhaust Valve Seat	LW13322	Loose	20090407002	MAR
O-235-L2C	8520	Crankcase	0235L2C	Cracked	20090414003	ONT
O-320-E2D	7322	Carburetor Float	30804	Float ½ full	20090416003	ONT
O-320-E3D	8530	Rocker Arm	58297M54	Broken	20090401007	PNR
O-320-H2AD	3020	Carburetor Heat Control	S123015	Broken	20090407003	PNR
O-320-H2AD	7300	Mixture Control	MC60072	Jammed	20090407004	ONT
O-360-A4K	7414	Rotor Shaft	M3548	Broken	20090609004	PNR
O-360-A4K	8530	Cylinder	G8537F	Crack	20090601003	QUE
TIO-540-A2C	2410	Pulley	36B19484	Broken	20090427001	QUE
TIO-541-E1C4	8530	Intake Valve		Broken stem	20090409004	PNR
CFM INTERNATIONAL						
CFM56-5A1	7500	15th Stage Bleed Duct	2380510501	Cracked	20090604009	PAC
CURTISS WRIGHT						
982C9HE2	7230	Engine	982C9HE2	Failed	20090603004	QUE
982C9HE2	8500	Engine R1820	98C9HE2QEC	Damaged	20090603001	PAC
982C9HE2	8520	Engine	R1820	Damaged	20090603002	PAC
982C9HE2	8530	Oil Transfer Tube	WRIGHT	Broken	20090611002	PAC
GARRETT						
TFE731-60-1C	7261	Pump Oil Lube	30607016	Unserviceable	20090504001	PAC
TPE331-11U-612G	7500	Plenum	310166812	Used	20090617007	QUE
HONEYWELL						
TFE731-50R	7260	Bearing	30728851	Binding	20090506009	QUE
PRATT & WHITNEY-CAN						
PT6A-21	7261	Secondary Filter	305925701	Damaged	20090526005	QUE
PT6A-60A	2824	Float Switch	1013890347	Stuck	20090429003	MAR
PT6A-67D	2435	Starter Generator	23078019	Unserviceable	20090427003	PAC
PW120	7720	T6 Trim Harness	3037191	Open circuit	20090507005	ONT
PW120A	7120	Pedestal	LM43163	Used	20090406001	MAR
PW120A	7250	LP Turbine Blade	304915201	Failed	20090513001	QUE
PW120A	7310	HP Fuel Filter	1111084	Clogged	20090506008	MAR
PRATT & WHITNEY-USA						
JT8D-15	7240	Difusser	780030	Cracked	20090619008	ONT
JT8D-15	7240	Shroud	79104547	Delaminated	20090619007	ONT
JT8D-15	7500	Clamp	BACC10DU350ABE	Used	20090625006	PNR
JT8D-15A	7310	Fuel Manifold	629141	Chafed through	20090416004	QUE
ROLLS ROYCE - GY						
BR700-715A1-30	7240	HP Turbine Blade	FW45914	Failed	20090424001	QUE
BR700-715A1-30	7250	Blade	FW45914	Failed	20090512006	ONT
TELEDYNE CONTINENTAL						
IO-520	8530	Cylinders		Cracked	20090403010	PAC
IO-550-N	7313	Fuel Injector	6576682234	In service	20090507011	QUE
TSIO-520-E	7930	Oil Pressure Line Reducer		Serviceable	20090410001	PAC

Make/ Model	JASC	Part Name	Part No	Part Condition	SDR No.	RGN
TSIO-520-EB	8520	Crankcase	643202	Cracked	20090520003	QUE
TSIO-520-NB	8530	Connecting Rod	11621RAM	Severely worn	20090403002	PNR
EQUIPMENT						
ABSC						
50060283	3246	Bolt	MS2125006030	Missing	20090505005	PNR
AEROPRODUCTS						
DOWTY ROTOL R333/4-82-F/12	6114	Piston Seal O-Ring	5703503AF	Twisted and nicked	20090512008	PNR
AIRCRAFT PARTS						
150SG122Q	2435	Starter/Generator	150SG122Q	Arced Burnt	20090610006	ONT
DEHAVILLAND - CAN						
C3US2567	3246	Cable Assy– Trim & Check FW	C3US2691	Used	20090521001	PNR
EUROCOPTER FRANCE						
MA12401	2930	Switch Pressure	MA12401	Unserviceable	20090525001	PNR
GOODRICH						
23085001	2435	Bearing	3600918	Failed	20090409002	PNR
GOODYEAR						
302120402	3245	Tire Tube	302120402	Split	20090407016	ONT
GRIMES MFG CO						
209075325	2000	Filter Pront	25026011	New	20090430005	ONT
HAMILTON STANDARD						
14SF-7	6111	Propeller Blade	SFA13MIROAD	Multiple cracks	20090519005	ONT
23E50-473	6122	Propeller Governor	4G8G30M	Serviceable	20090408001	MAR
HARTZELL						
HC-B3TN-3BY	6100	Blade Clamp	C13019S	Unserviceable	20090605006	PNR
HC-B4MP-3A	6111	Blade Clamp	C19771P	Unserviceable	20090605002	PAC
HC-D4N-3A	6120	Bracket Assy Welded	1019400017	Broken	20090402006	PAC
HC-D4N-3C	6114	P C Bracket	B4652	Cracked	20090507009	PNR
HC-E3YR-2ATF	6111	Thrust Bearing	B2202	Cracked	20090604005	PNR
HC-E4A-2A	6111	Blade Seal	C63371	Split	20090507007	PNR
HC-E4A-3A	6111	Blade Seal	C63371	Split	20090507008	PNR
HC-E4N-3G	6120	Spring	5052447815	Broken	20090604010	PNR
INTERCONT DYNAMICS						
22702032	3416	Encoding Altimeter	22702032	Erratic	20090406009	ONT
KELLY AEROSPACE						
DOFF10300BR	2421	Alternator	DOFF10300BR	Failed	20090620002	PNR
LORD MFG						
LM431	7120	Pedestal	LM43163	Used	20090526007	PNR
MCCAULEY						
1A101/DCM6948	6110	Propeller	DCM695	Unserviceable	20090403009	PNR
1A101/HCM6948	6113	Bulkhead	4500465	Cracked	20090401020	PAC
1A102/OCM6948	6113	Bulkhead	4500465	Cracked	20090411001	ONT
2A34C203C	6113	Bulkhead	D7524	Cracked	20090501005	ONT
2AF34C55	6114	Hub	D4883C55	Unserviceable	20090428005	ONT
PRECISION AIRMOTIVE						
25765841	7322	Fuel Distribution Valve	25765841	Sticks	20090403005	PAC
TELEDYNE BENDIX						
106006169	7414	Bearing	2202	Worn	20090610005	PAC
106006169	7414	Distributor Gear	10357586	Teeth stripped	20090409006	PAC
UNISON						
4372	7414	Impulse Coupling Stop Pin	4372	Worn	20090427004	PNR
6310	7414	Impulse Coupling	M3050	Piece missing	20090423012	ONT
WIPAIRE						
8000	3246	Float Fitting	8A02100003	Corroded	20090415008	PAC

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